

24000 in 1960

FIGURE 1

NEWS BY AUSTRALIAN MAIL

hins con. Forecast: moderate or light
B.W. winds; fair.

married with and feelings by his many
friends in Manila.

Worrall was being treated by a specialist for an injury to his knee, so Fredale, who contracted malaria and had to stay in it almost as Bradford took his place in the match against Erie.

and hard labour on the lesser charge of manslaughter. His thrilling escape, pursuit, evasion and final capture; the incidents leading to the completion of events and their unravelling, are told by the author with a common display of skill. Fast and in-

ington Plans On a new manufacture; for this climate and hard wear. Quoted.—Times, 1880.

...he has failed, or refused, to acquire
wonderful art of roaring just when
expected of him. He has a beauty—the
hair of Mrs. Lee Barker—of using his
own strength in a most fatal
manner who have come forth to seek him.

you believe men show character in the way they carry their umbrellas? They in-
show lack of character in the way they
other people's umbrellas.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship **CHANGSHA**, Captain MOORE, will be despatched as above on **TUESDAY, the 26th Inst.**
For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, July 22, 1899. 1894

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship **KWEIANG**, Captain OSTERHOFF, will be despatched as above on **WEDNESDAY, the 26th Inst.**
For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, July 21, 1899. 1893

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SAMPAN.
THE Company's Steamship **MAUSANG**, Captain I. KROON, will be despatched as above on **THURSDAY, the 27th Inst., at Noon.**
For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**
Hongkong, July 21, 1899. 1898

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship **INDRALEMA**, Captain BARN, will be despatched as above on or about the 12th August.
For Freight, apply to **JARDINE, MATHESON & Co., Agents.**
Hongkong, July 24, 1899. 1899

Intimations.

JUST LANDED.

HASTINGS AND NEPHEW'S Best York Cut HAMS.
AUSTRALIAN PINE-APPLE BRAND BACON.
VERY MODERATE PRICE.
H. RUTTON, JR.
13 and 15, D'Almeida Street, Hongkong, and 21 and 22, Elgin Road, Kowloon.
Hongkong, June 8, 1899. 1898

WONDERFUL MEDICINE.
BERCHANS PILLS
are universally admitted to be...
Worth a Guinea a Box.
FOR BILIOUS AND NERVOUS DISORDERS.
Stomachic, Loss of Appetite, Scurvy and Blotches on the Skin, Disturbed Sleep, &c.
For females of all ages they are invaluable.
The 1/14d. boxes contain 50 Pills. Price, 50 Cents a Box.
Prepared only by the Proprietor, **THOMAS BERCHANS, 1, Colindale, England.**
Sole Agents for Hongkong and China: **WATKIN & Co., 63, Queen's Road.**

SIEN TING, Surgeon Dentist.
No. 10, D'Almeida Street.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 6, 1895. 628

DENTISTRY.
SUI SANG.
Lately Practising with Dr. I. SAKATA, DENTIST.
No. 4, Queen's Road Central.
Hongkong, January 1, 1898. 1

KWONG YEE ON.
PROVISION DEALER,
SHIP CHANDLER,
AND
GENERAL STORE KEEPER.
Special Prices to HOTELS, CANTERES and SHOPS.
Careful Attention given to Coast Port Orders.
A trial will prove my Goods to be the Cheapest and Best in the Market.
No. 31, HING LUNG STREET.
Hongkong, March 27, 1899. 775

SANTAL MIDY
Relieves the scalding pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.
Santal-Midy is a specific for Cystitis.
Unlike the sandal oil of the Bazar, it is superior to Copal, Cubeb, or Injections, and causes no inconveniences.
Beware of imitations.
Each tin contains 100 capsules.
THE WILKINSON, PARIS.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.
THE Company's Steamship **TEINAN**, Captain ANDERSON, will be despatched on **WEDNESDAY, the 26th Inst.**
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber carries the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the Eastern and Australian S. S. Co., and vice versa.
For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, July 21, 1899. 1873

NORDEUTSCHER LLOYD.
NOTICE.
STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship **HOENZOLLERN**, Captain H. KROON, will leave for the above Ports on or about **WEDNESDAY, the 26th Inst.**
For further Particulars, apply to **MELCHERS & Co., Agents.**
Hongkong, July 20, 1899. 1898

NORDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
THE Company's Steamship **PRINZ HEINRICH**, Captain H. STEIN, due here with the outward German Mail about the 25th Inst., will leave for the above place about 48 hours after arrival.
For further particulars, apply to **MELCHERS & Co., Agents.**
Hongkong, July 20, 1899. 1897

NEW HAN, TONES & CO. NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE New Steamship **YANGTZE**, H. ALLEN, Commander, will be despatched for the above Port on **SATURDAY, the 26th Inst.**
For Freight, apply to **SHEWAN, TOMES & Co., Agents.**
Hongkong, June 12, 1899. 1892

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship **DIOMED**, Captain GOSWORTHY, will be despatched as above on **SUNDAY, the 30th Inst.**
For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, July 21, 1899. 1897

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship **CHELYDRA**, Captain DAVIES, will be despatched as above on **MONDAY, the 31st Inst., at Noon.**
For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**
Hongkong, July 22, 1899. 1701

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship **GHAZEE**, Captain DAVIES, will be despatched for the above Port on or about the 31st July.
S. S. SIKH, S. S. ARGYLL, S. S. JOHN SANDERSON, S. S. AFGHANISTAN, at intervals of 2 weeks.
For Freight, apply to **DODWELL & Co., Ltd., Agents.**
Hongkong, July 20, 1899. 1612

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.
THE Company's Steamship **CHANGSHA**, Captain MOORE, will be despatched on **SUNDAY, the 6th August, at Daylight.**
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber carries the supply of Fresh Provisions during the entire voyage.
A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the Eastern and Australian S. S. Co. and vice versa.
For Passage or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, July 22, 1899. 1895

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(Rout. M. SLOAN & Co., HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship **PISA** will be despatched for the above Port on or about the 15th September.
The Steamer has superior Accommodation for First and Second-Class Passengers and has an average speed of 18 knots per hour.
For Freight and Passage, apply to **CARLOVITZ & Co., Agents.**
Hongkong, July 18, 1899. 1626

Mails.

Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
Proposed Sailings from Hongkong.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Wednesday, July 26, at Daylight.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Tuesday, Aug. 22, at Noon.
Gaio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, Sept. 10, at Noon.

THE Co.'s Steamship **DORIC** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on **WEDNESDAY, the 26th July, at Daylight.**
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until 5 p.m. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, July 14, 1899. 1844

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
Proposed Sailings from Hongkong.
City of Rio de Janeiro (via Shanghai, N'ki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, Aug. 12, at Noon.
City of Peking (via Shanghai, N'ki, Kobe, Inland Sea, Yokohama & Honolulu), Thursday, Sept. 7, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Tuesday, October 3, at Noon.
THE U. S. Mail S. S. **CITY OF RIO DE JANEIRO** will be despatched for SAN FRANCISCO and SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on **SATURDAY, the 14th August, at Noon.** taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 48 in addition to the regular fare.
Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received at the Office until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, China & Japan.
Hongkong, July 15, 1899. 1626

AMERICAN SYSTEM OF DENTISTRY AT 30, QUEEN'S ROAD CENTRAL, CHADWICK KEW.
(LATE OF POATE AND NOBLE.)
Hongkong, July 12, 1897. 2589

CARMICHAEL & BARLOW.
Consulting Engineers, Surveyors and Contractors, QUEEN'S BUILDINGS.
DESIGNS and Specifications Prepared for any Class of STEAMER, LAUNCHES and LIGHT DRAGGUT VESSELS, a Specialty. Contractors for the supply and erecting of any type of Machinery. New Work and Repairs Supervised.
New and Second-hand LAUNCHES FOR SALE.
Telegrams: "CELESTINE" Hongkong.
Telephone: 232.
B. F. CARMICHAEL, B. J. BARLOW.
Hongkong, April 1, 1894. 2592

THE S. S. NIPPON MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on **THURSDAY, the 27th Inst., at Noon.** taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 48 in addition to the regular fare.
Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received at the Office until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, China & Japan.
Hongkong, July 15, 1899. 1626

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(LATE OF POATE AND NOBLE.)
Hongkong, July 12, 1897. 2589

Mails.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.
Proposed Sailings from Hongkong.
Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Thursday, Aug. 3, at Noon.
America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Tuesday, Aug. 22, at Noon.
Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, Sept. 23, at Noon.

THE S. S. **NIPPON MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on **THURSDAY, the 27th Inst., at Noon.** taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until 5 p.m. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, July 15, 1899. 1896

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE **ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.**
Proposed Sailings from Hongkong to San Francisco & SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.
Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, the UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S. S. **Carmarthenshire**, 2,929 Tons...About 30th July.
S. S. **Carlisle City**, 3,002 Tons...About 15th August.
S. S. **Thyde**, 3,401 Tons...About 15th September.
S. S. **Belgian King**, 3,379 Tons...About 15th October.

THE Steamship **Carmarthenshire** will be despatched for SAN FRANCISCO and SAN DIEGO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th July.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, China & Japan.
Hongkong, July 15, 1899. 1626

AMERICAN SYSTEM OF DENTISTRY AT 30, QUEEN'S ROAD CENTRAL, CHADWICK KEW.
(LATE OF POATE AND NOBLE.)
Hongkong, July 12, 1897. 2589

CARMICHAEL & BARLOW.
Consulting Engineers, Surveyors and Contractors, QUEEN'S BUILDINGS.
DESIGNS and Specifications Prepared for any Class of STEAMER, LAUNCHES and LIGHT DRAGGUT VESSELS, a Specialty. Contractors for the supply and erecting of any type of Machinery. New Work and Repairs Supervised.
New and Second-hand LAUNCHES FOR SALE.
Telegrams: "CELESTINE" Hongkong.
Telephone: 232.
B. F. CARMICHAEL, B. J. BARLOW.
Hongkong, April 1, 1894. 2592

AMERICAN SYSTEM OF DENTISTRY AT 30, QUEEN'S ROAD CENTRAL, CHADWICK KEW.
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Telephone: 232.
B. F. CARMICHAEL, B. J. BARLOW.
Hongkong, April 1, 1894. 2592

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUETOTS POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, FONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.
ON **SATURDAY, the 26th Inst., at Noon**, the Company's Steamship **CALEDONIE**, Captain RICHIE, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 26th Inst. (Parcels are not to be sent on board; they must be left at the Agency's Office).
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, July 17, 1899. 1650

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship **COROMANDEL**, Capt. J. W. VIKER, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for BOMBAY, &c., on **SATURDAY, the 28th August, at Noon**, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents of all parcels are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to **H. A. RITCHIE, Superintendent.**
P. & O. S. N. Co.'s Office, Hongkong, July 22, 1899. 1692

NORDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.
Proposed Sailings from Hongkong.
Prime Heinrich... Wednesday | August 18.
Freienstein... Wednesday | Sept. 13.
Sachsen... Wednesday | October 11.
Bayern... Wednesday | Nov. 8.
Konig Albert... Wednesday | Dec. 13.
Prime Heinrich... Wednesday | Dec. 27.
Freienstein... Wednesday | Jan. 10.
Sachsen... Wednesday | Feb. 7.
Hamburg... Wednesday | Feb. 21.
Bayern... Wednesday | March 7.

ON **WEDNESDAY, the 30th day of August, 1899, at 9 a.m.**, the Company's S. S. **PRINZ HEINRICH**, Captain H. SURPRISE, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, and Specie will be received on board until 3 p.m. on **THURSDAY, the 15th August**, and Parcels will be received (at the Agency's Office) until Noon on **TUESDAY, the 15th August**. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in measurement.
The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.
For further Particulars, apply to **MELCHERS & Co., Agents.**
Hongkong, July 20, 1899. 1689

AMERICAN SYSTEM OF DENTISTRY AT 30, QUEEN'S ROAD CENTRAL, CHADWICK KEW.
(LATE OF POATE AND NOBLE.)
Hongkong, July 12, 1897. 2589

CARMICHAEL & BARLOW.
Consulting Engineers, Surveyors and Contractors, QUEEN'S BUILDINGS.
DESIGNS and Specifications Prepared for any Class of STEAMER, LAUNCHES and LIGHT DRAGGUT VESSELS, a Specialty. Contractors for the supply and erecting of any type of Machinery. New Work and Repairs Supervised.
New and Second-hand LAUNCHES FOR SALE.
Telegrams: "CELESTINE" Hongkong.
Telephone: 232.
B. F. CARMICHAEL, B. J. BARLOW.
Hongkong, April 1, 1894. 2592

AMERICAN SYSTEM OF DENTISTRY AT 30, QUEEN'S ROAD CENTRAL, CHADWICK KEW.
(LATE OF POATE AND NOBLE.)
Hongkong, July 12, 1897. 2589

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DESIGNS and Specifications Prepared for any Class of STEAMER, LAUNCHES and LIGHT DRAGGUT VESSE

INSURANCES.

THE IMPERIAL MARINE INSURANCE Co., Ltd., TOKYO.

THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

GEO. R. STEVENS & Co., Agents.

Hongkong, January 5, 1896. 45

UNION ASSURANCE SOCIETY.

(Incorporated in the Union of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,354,025.

TOTAL ANNUAL INCOME, £923,208.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

1142

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1895, £13,959,000.

Authorized Capital £2,000,000.00

Subscribed Capital £2,750,000.00

Paid-up Capital £687,500.00

Fire Funds £2,765,459.71

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, June 28, 1896. 1537

JOHN WALKER & SONS' KILMARNOCK WHISKY.

This World-renowned Fine Old HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of

G. C. ANDERSON, No. 13, Praya Central.

Hongkong, March 1, 1896. 513

Hotels.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST-CLASS.

PASSENGER ELEVATOR FROM PEN-TRANCE HALL, TO EACH FLOOR, BOARD AND LODGING, MONTHLY RATES NOW GIVEN.

P. BOHM, Proprietor and Manager.

Hongkong, 24th April, 1896. 1927

BOARD & LODGING.

\$2.00 PER DAY.

THE WESTERN HOTEL, QUEEN'S ROAD.

WEST.

519

KOWLOON HOTEL, BRITISH KOWLOON.

THIS HOTEL is now under New Management, and is situated in a quiet locality. Excellent accommodation. Opposite the best in the Colony. BOWLING ALLEY AND BILLIARDS.

J. WILLIAM OSBORNE, Proprietor and Manager.

Hongkong, January 9, 1896. 79

NEW VICTORIA HOTEL.

ROTISSERIE, Meats a la Carte.

CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Table at Moderate Rates. **Madame Farmer, Proprietress.**

Hongkong, May 1, 1896. 1788

Intimations.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LOGIC AND OPTIC COMPASS. ADMIRALTY AND IMRAY CHARTS. NAUTICAL BOOKS.

English Silver & Electro-Plated Ware. Christmas & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY in great variety.

D I A M O N D S

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 472

NOTICE TO ADVERTISERS.

OWING to the large and continued increase of SUBSCRIBERS to the CHINA MAIL.

We are compelled to go to Press earlier. Alterations and additions to Advertisements on Pages 1 and 4, should be sent here not later than 10 a.m. New Advertisements should be sent before 3 p.m.

BAIN & REID.

Hongkong, April 14, 1896.

KUHN & KOMOR.

(21 & 23, QUEEN'S ROAD).

JUST RECEIVED—A COLLECTION OF JAPANESE PLAID SILK AND SUNSHADES. 161

ALLEGED THEFT OF SPANISH BONDS

The Manila Times reports that the man, agent of the Monte de Piedad and Caja de Ahorros, better known as the Savings Bank, has discovered that a trusty employee of theirs, Luis Ramirez, has absconded with \$70,000 worth of Spanish government bonds issued in 1892. The bonds he took are one thousand, each worth \$70 or \$80, and they bear the numbers between 80,000 and 91,000. The bonds were kept in one of the large money deposit vaults, but Ramirez, who was the cashier of the institution, had access to them. After committing the theft Ramirez left Manila for Hongkong and through some underhand means to send to Mr. Villara, the manager of the corporation he had defrauded, a letter postmarked Iloilo and stating that he (Ramirez) had stolen the bonds and that he had every intention in the world of eluding pursuit and living for the rest of his days as a Spanish gentleman should—with ease and comfort.

The management of the bank feel sure that Ramirez never went to Iloilo, as it would be quite an impossibility for him to dispose of the bonds there. It would be equally as difficult to sell the bonds in Hongkong or Singapore, and at present it is generally supposed that Ramirez left Manila with Spain in mind as his destination. The Spanish government has been notified by cable of the theft, the probable destination of the thief, and also the fact that he had every intention in the world of eluding pursuit and living for the rest of his days as a Spanish gentleman should—with ease and comfort.

FRENCH AND ENGLISH BATTLESHIPS.

THE OCCUPY IN BUILDING.

An inspired telegram recently went the round of the newspapers in France and England (says the All-India paper) to the effect that the battleship Suffren, laid down for the French Navy in January last, will be launched on July 25, when she will have been on the stocks six months and twenty days, and it went on to say, 'This is the first occasion on which a vessel of this importance has been built in so short a time. The rapidity of construction of British warships, which has been so often cited as an example, and which has already been beaten in the case of the Jem, constructed in 75 months, is completely surpassed by the Suffren. The statistics were no doubt intended primarily for home consumption, but with the extraordinary readiness of the English Press to believe any story to the credit of the foreigner, they obtained wide acceptance in the English papers, scarcely any of which took the trouble to comment in any way upon them. The Army and Navy Gazette, however, shows the fallacy of the statement, and points out that the Suffren was not the date of launching a vessel of this importance, and in the case of British ships at any rate is usually a mere question of convenience. If the Jem and Suffren can complete their trials and join a sailing squadron in record time, the French and English will have something to boast about; but at present there is no reason to believe they will do anything of the sort. There are numerous instances in which the case of sister ships of the British Navy one ship has taken the water considerably before another, yet was not finished ready for sea until about the same time as some other even later than the second ship. In the case of two ships built one in a dock and the other on a slip, the former may be nearly completed before the latter is floated out, while the latter obviously must be launched before any great amount of weight has been built into it. To compare the building of the Suffren in the case of the Jem with the records of some English ship at once dispels the illusion. The Jem was launched about eight months after laying down, with a weight of 3580 tons. The British Ocean, though double the time on the stocks, was launched with a weight of nearly 5000 tons, and the Jem, though double the time on the stocks, was launched with a weight of nearly 5000 tons, and so on. So far France has never been able to touch our record for the Royal Sovereign and the Magnificent, which had passed their trials and were at sea in twenty-two and twenty-four months respectively from the time of laying down. These, however, are exceptional achievements, and merely show what can be done in special circumstances. France has every reason to be proud of her latest records in ship-building, for they undoubtedly represent an enormous advance upon anything she has done previously, and show that Mr. Leclerc has succeeded in an attempt at the least, to build quickly and to build cheaply. But a careful consideration of the facts shows that England has no reason to fear being beaten by France in rapidity of ship-building, though they show that every nerve must be strained if the lead is to be maintained. Other nations have hitherto been behind in this matter, and there is no reason to suppose that, with the possible exception of the United States, they can ever compete on quite even terms; but undoubtedly, as they realise the supreme importance of rapid ship-building, they will make increased efforts to make up the lag, and the British Admiralty cannot afford to go to sleep.

AN EPIDEMIC OF DIARRHOEA.

MR. A. SANDERS, writing from Cocacuit Grove, Fla., says there has been quite an epidemic of diarrhoea there. He had a severe attack and was cured by four doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy. He says he has also recommended it to others and they say it is the best medicine they ever used. For sale by All Dealers. Watkins & Co., General Agents.

HONGKONG TIDES.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Station at Tsim Sha Tsui during the years 1875-85.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen add 12 ft. 9 in. to the height given in the table.

25th to 31st July.

High Water. Low Water.

Time. Height. Time. Height.

July 25. 10.10. 10.10. 10.10. 10.10.

July 26. 10.10. 10.10. 10.10. 10.10.

July 27. 10.10. 10.10. 10.10. 10.10.

July 28. 10.10. 10.10. 10.10. 10.10.

July 29. 10.10. 10.10. 10.10. 10.10.

July 30. 10.10. 10.10. 10.10. 10.10.

July 31. 10.10. 10.10. 10.10. 10.10.

SCIENCE AND DELICA.

One of those great meetings which the Victoria Institute is noted for assembled in London towards the end of June. The Chair was taken by Sir George Stokes, Bart., who, as having now occupied the chair of Sir Isaac Newton for fifty years, lately received the congratulations at Cambridge University of some 140 of the leading learned societies of the world. Sir George Stokes has now been many years President of the Victoria Institute, and under his guidance it has done much useful work, especially in investigating philosophical and scientific questions, including the truth of Revelation. The Report for the year was read by the Honorary Secretary, Captain F. Petrie, and showed an increase in the general public support accorded to the Institute, and in the number of learned men joining its ranks, such as Professors Virchow, Turner, F.R.S., and others, and others; among the many subjects brought forward for investigation during the year were 'Nationality and the formation of nations from races, and the causes leading to differences of habit and colour,' by Prof. T. McK. Hughes, F.R.S., Canon Isaac Taylor, Col. Conder, the Bishop of Minnesota (who described the results of forty years' investigations among the Indian tribes), and others; 'Subsiding Evidence of Great Physical Changes,' by Dr. H. L. F. R. S., Gen. McMahon, F.R.S., Prof. Etheridge, F.R.S., etc. 'The Physiography of the Thames Basin,' by Prof. Lobbey. 'The Nature of Life,' introduced by Professor Lionel Beale, F.R.S., and several further subjects of interest, including 'The Results of Recent Bacteriological Research,' 'Religion as was made to the arrangements by which the Institute's Colonial Members were kept in touch with its home work. The Annual Address was delivered by the Rt. Hon. Sir Richard Temple, Bart., F.R.S., whose review of the investigations and research now going on in Asia attracted much attention. He described his researches and those of an exploring society of which he was a leading member, in Egypt, Palestine, and elsewhere; he had not only identified numerous sites mentioned in the Bible, but had examined them in connection with the events mentioned in that Book, and he had constantly found that the more ardently for accuracy one gave to the narrative, the greater was one's success in interpreting the events and localities described. He added that research on the spot was a sure aid to successful investigation. One conclusion he had come to was that with the exception of Christianity, all religions ignored the scientific spirit, and had died against it. A vote of thanks having been accorded to Sir Richard Temple, much interest was evinced in the presentation of an illuminated address on vellum signed by the Hon. Earl Halsbury, the Lord Chancellor, on behalf of the whole of the Members of the Institute, to Sir George Stokes, F.R.S., the President of the Institute, on the Jubilee of his tenure of the Lucan Professorship of Mathematics, and recording his great services to the objects of the Institute, which had so long and the advantage of his presidency. A striking feature of the presentation was the rising of the vast assembly when the Address was handed to Sir George, who expressed his deep appreciation of that kind thought and goodness of sentiment which prompted this expression of their feelings. Among the resolutions to be carried out were Sir Joseph Fyfe, Bart., F.R.S., Sir Charles Gordon, K.C.B., Professor Hull, F.R.S., and others.

CABIN Pianos; very compact, 5 Octaves; iron frames. Transposing Pianos.—Robinson Piano Co.

Don't call a big strong man a liar; it is cheaper to hire some other fellow to break the news to him.

SPENT A GOOD FARM DOCTORING.

MR. A. N. NOEL of Asherville, Kansas, says he spent a good farm doctoring himself from cholera, but got no relief and was afraid that he would die. He changed to get hold of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy and was permanently cured by it. For sale by All Dealers. Watkins & Co., General Agents.

CHINA COAST METEOROLOGICAL REGISTER.

June 23rd.—At 4 P.M.

Station. Direction. Force. Wind. Rain.

W. Post. 29.51. 74. ssw. 1. 0.

Tokio. 29.51. 74. ssw. 1. 0.

Kobe. 29.51. 74. ssw. 1. 0.

Nagasaki. 29.51. 74. ssw. 1. 0.

Yokohama. 29.51. 74. ssw. 1. 0.

Shanghai. 29.51. 74. ssw. 1. 0.

Manila. 29.51. 74. ssw. 1. 0.

Amoy. 29.51. 74. ssw. 1. 0.

Swatow. 29.51. 74. ssw. 1. 0.

Shanghai. 29.51. 74. ssw. 1. 0.

Manila. 29.51. 74. ssw. 1. 0.

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Swatow. 29.51. 74. ssw. 1. 0.

Shanghai. 29.51. 74. ssw. 1. 0.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES. LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVERS.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TRIPOSCOPES AND BINOCULARS. LORD KELVIN'S NAUTICAL INSTRUMENTS. ADMIRALTY CHARTS AND BOOKS.

JUST ARRIVED: EASTMAN'S CAMERAS AND ACCESSORIES. 64, QUEEN'S ROAD.

Hongkong Steam Launch Co.

LAUNCHES FOR SALE, HIRE OR CHARTER, For Picnic, Shooting, Fishing Parties, etc.

Specifications and Drawings for the Building of Launches, Tugs, Cargo, Water Boats, and Small Craft of every Description.

Apply to COMPANY'S OFFICE, 10, PRAYA CENTRAL, A. G. GORDON, General Manager.

'CHINA MAIL' OFFICE.

PRINTING.

Every Description of GENERAL PRINTING carried out UNDER EUROPEAN SUPERVISION.

PRICE LISTS. MODERATE PRICES. CATALOGUES. PROGRAMMES. COMPANY REPORTS. BUSINESS CIRCULARS. BILLS OF LADING.

Coast Port Orders receive careful attention.

U.S. WAR STAMPS

And Stamps of the New American Colonies.

Also, 100 SETS OF OTHER RARE PHILIPPINE STAMPS.

Apply to GRACA and CO, Hongkong Hotel Corridor. 1409

The Waverley Hotel

ICE HOUSE STREET, HONGKONG.

Will be opened on 1st AUGUST next as a FIRST-CLASS PRIVATE FAMILY HOTEL.

The Premises are being entirely renovated throughout and handsomely furnished, and are centrally situated in the Healthiest part of Victoria. The Rooms are exceptionally spacious and lofty.

Visitors will find the Waverley Hotel unsurpassed for Comfort, Cleanliness, and Good Cooking.

Special Rates to Residents and Families.

Apply to MANAGER, 5 Duddell Street. 1667

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr J. H. Aitken Major & Mrs Jeffreys

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